



TRANSLINK BOARD-IN-BRIEF— DECEMBER 11, 2002

Here are the main points from the December 11th meeting of the TransLink Board of Directors. The complete agenda and supporting reports for every Board meeting are posted on TransLink's web site (www.translink.bc.ca). The Board-in-Brief is also available on the web site.

Note: Board-in-Brief is not the official minutes of the TransLink Board meeting and should not be interpreted as such. The minutes for this meeting will be adopted at the next TransLink Board meeting.

Item 4.1—2003 Transportation Plan and Budget

The Board:

- Approved the 2003 Transportation Plan as set out in the attachment titled “2003 Transportation Plan” and directed staff to proceed with implementation; and
- Approved the 2003 Budget as set out in the attachment titled “2003 Transportation Plan Summary and Budget.”

In July 2002, the Board approved a Three Year Transportation and Financial Plan covering the 2002-2004 period. The Plan provided the framework for the development of the 2003 Transportation Plan and the 2003 Budget.

Initiatives in the 2003 Transportation Plan have been developed to meet the four guiding principles of the Three Year Plan: a balance of interests, operational efficiency, clear accountability, and fiscal and environmental sustainability.

Transportation improvements in the 2003 Transportation Plan include:

- Roads – Operations and maintenance funding for regional arterial roads and Albion Ferry will increase by \$2.6 million to \$24.9 million. Accumulated roads capital funding will be \$77 million, plus \$13 million for the New Fraser River Crossing.
- Transit – Service hours will increase by 200,000 annual hours on an annualised basis—50,000 hours to service core routes and improve SkyTrain frequencies, and 150,000 for community shuttle mini-bus services.
- Safety and security – Significant resources are being added.

Expenditures in the 2003 Budget are projected at \$640.3 million, with revenues estimated to be \$647.1 million. The \$6.8 million surplus would raise the accumulated reserve to \$63.7 million at the end of 2003, an increase of \$19.5 million over what was assumed in the Three Year Plan. However, with no changes expected to revenue rates in 2004 a draw on this reserve will be required to balance the 2004 budget.

Item 4.2—2003 Capital Program

The Board approved the proposed 2003 Capital Program as outlined in the report, titled as above.

The 2003 Capital Program is comprised of 26 new projects totalling \$118.1 million. These projects support the provision of transportation services identified in the 2003 Transportation Plan and the Three Year Transportation Plan.

Item 4.3—2003 Capital Program Projects – Specific Project Approval

The Board provided specific project approval for the 2003 Community Shuttle Expansion Project, with a budget of \$7,865,000.

44 mini-buses will be purchased for the introduction of Community Shuttle services in several communities from September to December 2003.

Item 4.4—Extension of Temporary Truck Ban on 32 Avenue (152 Street to 176 Street) in Surrey

The Board approved the extension of a temporary truck ban along 32 Avenue (152 Street to 176 Street) in Surrey until January 1, 2004.

TransLink has received information from Surrey staff outlining the residents' concerns in this area respecting the use of this portion of 32 Avenue as a truck route. TransLink has also contacted other stakeholders—including the Township of Langley, the Ministry of Transportation, the Greater Vancouver Gateway Council and the BC Trucking Association—to solicit their comments on the situation. This feedback is now being consolidated and reviewed.

This will be the second one-year extension of the original truck ban, which was in effect until January 1, 2002.

Item 4.5—Major Road Network Bylaw

The Board approved the *Greater Vancouver Transportation Authority Bylaw No. 2002-26* to replace GVTA Bylaws No. 1 and 2.

During development of an atlas to illustrate the Major Road Network (MRN), a number of errors and omissions were discovered in Bylaws No. 1 and 2 with regards to the description of the original MRN.

Also, three road segments have been officially added to the MRN:

- Nordel Way, from 116 Street to Scott Road in Delta, and from Scott Road to 88 Avenue in Surrey;
- South Fraser Way, from River Road to Old Yale Road in Surrey, constructed with the intention that it form part of the future South Fraser Perimeter Road alignment; and
- River Road, from the Surrey/Delta border to South Fraser Way in Surrey, which provides network continuity by connecting an existing MRN segment (River Road in Delta) with the new segment of South Fraser Way.

Funding for operation, maintenance and rehabilitation of these roads was included in the Three Year Transportation Plan; therefore, the inclusion of the roads in the MRN will not require an additional source of funds.

Item 4.6—Transit Services Performance Report for Third Quarter 2002

The Board received the report, titled as above, for information.

The following highlight the key points for overall performance of the conventional transit system (buses, SeaBus, SkyTrain, West Coast Express and Community Shuttle services) from January 1 to September 30, 2002:

- The conventional transit system, from January 1 to September 30, has carried over 94 million revenue passengers—basically on target with projections. The number of boarded passengers totalled 164.2 million.
- In that same period, the system generated \$167 million in fare revenues, which is 1% below target as more customers than anticipated have shifted to the discounted prepaid fare media.
- Operating costs for the system show a 3.4% favourable variance. Operating cost per service hour is 2.1% favourable to budget.
- The total number of hours delivered during the nine-month period exceeded three million hours, representing 98.7% of the planned service hours.
- Operating cost recovery of 55.3%, and total cost recovery (includes debt servicing costs additional to the operating costs) of 45.4% both exceed their targets.
- In the Rider Satisfaction Survey, all modes showed improvements in the safety measures.

Item 4.7—Trolley Bus Replacement Report – Status Update

The Board received the report, titled as above, for information.

The existing fleet comprises 244 standard trolley buses, built in 1982-83, which are reaching the end of their useful lives. The original planned procurement for fleet replacement called for 205 low-floor standard trolley buses, with an option to purchase either up to an additional 60 standard trolleys or up to an additional 40 articulated trolleys. (This option will require additional Board approval.)

Preliminary results of an interim Trolley Bus Replacement Requirements report indicate that the required trolley fleet will be close to the numbers approved by the Board of 205 standard low-floor trolley buses and 40 articulated trolley buses. The eventual number of trolleys procured will be influenced by the cost, which will not be known until proposals are received and negotiations are completed with potential manufacturers. Completion of negotiations is anticipated in mid-2003 and, prior to award of the contract, the refined project scope and budget will be brought forward to the Board for approval.

A draft Request for Proposals (RFP) was issued for industry review in November. The final RFP is scheduled for issuance in early January 2003.

Item 4.8—Implementation of Universal Post-Secondary Transit Pass Program

The Board:

- Approved the implementation of a U-Pass Program at Simon Fraser University to be effective on May 1, 2003; and
- Directed the CEO to enter into a formal agreement with the Simon Fraser Students Society and Simon Fraser University for the introduction and administration of the U-Pass program.

TransLink has negotiated with SFU administrative and student representatives over the past two years regarding the implementation of a Universal Transit Pass (U-Pass) Program. Based on the current transit usage rates of 20,000 full-time and part-time students enrolled at SFU and the existing fare revenue that TransLink collects from SFU students as of Fall 2002, a U-Pass cost of \$25 per month has been negotiated for SFU to maintain TransLink's current revenues. The SFU administration has offered to assist in reducing the pass price by \$2 per month to students, to enable the price for all SFU students to be \$23.

U-Pass Programs in other areas have been effective in significantly increasing transit ridership and reducing single-occupancy vehicle usage by students. In a November referendum, students at SFU voted in favour of a monthly levy of up to \$23 to implement the U-Pass program.